

Comment Set 18

From: "Buzz Vanderschoot" <buzz@magiclink.net>
To: <vanwayv@slc.ca.gov>
Date: 4/8/2006 2:06 PM
Subject: DEIR on New Lease for Chevron Long Wharf

CC: "TRAC" <tracbaytrail@earthlink.net>

Dear Ms. Van Way,

As a Richmond resident, I am proud of the progress made on the Bay Trail and look forward to the ultimate completion of the project. It will be a living asset for all residents and visitors to our area.

Access to the trail and flexibility are important as we plan for the completion of the project. It would be a shame to leave out improvements that would make the project a truly effective implementation of the idea behind the Trail. In this respect, Chevron should provide for access linkages on BOTH sides of the San Rafael Bridge, which would affect the areas of Point Molate and the rest of the Point San Pablo peninsula, as mitigation for a new lease allowing operation of Long Wharf. Others have provided plenty of specifics in connection with this suggestion, so I will leave out that additional material here.

Let's do it right the first time.

Buzz Vanderschoot
323 Humboldt St.
Richmond, CA 94805
510-232-9262

18-1

Response to Comment Set #18

18-1

Please refer to responses 3-1 through 3-15.

Comment Set 19

From: "ed durbin" <edurbin@comcast.net>
To: <vanwayv@slc.ca.gov>
Date: 4/9/2006 10:03 PM
Subject: DEIR on New Lease for Chevron Long Wharf

CC: "TRAC" <tracbaytrail@earthlink.net>

Dear Ms. Van Way:

I urge you include TRAC's April 4 letter recommendations for the Bay Trail as mitigation for the new lease of State Lands for Chevron's Long Wharf.

Ed Durbin
1420 Sandpiper Spit
Point Richmond, CA. 94801

19-1

Response to Comment Set #19

19-1

Please refer to responses 3-1 through 3-15.

Comment Set 20

>>> "Gayle McLaughlin" <gaylemcl@sbcglobal.net> 04/10/2006 9:34 AM >>>
April 10, 2006

Mr. Paul Thayer, Executive Officer
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Dear Mr. Thayer:

I am writing to express grave concerns about the February 2006 Draft Environmental Impact Report for the Chevron Richmond Long Wharf Marine Terminal Lease Consideration.

I am 100% in agreement with the analysis and conclusions drawn by TRAC (Trails for Richmond Action Committee), which illustrate that a new Long Wharf lease would create significant direct, indirect and cumulative transportation, land use and recreational impacts and also be inconsistent with adopted plans of the City of Richmond, Contra Costa County, ABAG, and MTC.

As mitigation, Chevron should be required to provide:

1. Public access easements for a two-way, multi-use Class I Bay Trail segment connecting:
 - * Tewksbury Avenue with the existing trail on the south side of the Richmond/San Rafael Bridge toll plaza area and
 - * The north side of I-580 corridor with the City of Richmond's former Point Molate Naval Depot via the planned shoreline Bay Trail route and
2. Funds to design, permit and build the Option 2 Bay Trail in the 7/31/01 Questa Feasibility Study of Bay Trail Routes to the Point San Pablo Peninsula.

20-1

The DEIR states that the Chevron refinery and associated operations are separate from Long Wharf operations. To proclaim such a separation is to ignore the linkages of wharf, pipeline, and refinery activities. Therefore, the Draft EIR presents a piecemeal, artificially segmented, incomplete, inconsistent, and misleading description, totally in violation of CEQA law. An examination of impact must be conducted in the context of the real-life interdependency of the Wharf and refinery operations.

20-2

This DEIR must not be rubber-stamped and Chevron's historic disregard for the public interest in their utilization (at times illegally) of public land must not be allowed to continue. Without the appropriate mitigation, the proposed new lease with Chevron should be unequivocally denied. The concerns of TRAC and others must be addressed fully and a proper and accurate EIR must be compiled before this new lease is entered into.

Sincerely,

Gayle McLaughlin
Richmond City Councilmember

Response to Comment Set #20

20-1

Please refer to response to Comments 3-1 through 3-12 and 3-15.

20-2

Please see first two paragraphs of response to Comment 39-3.

Comment Set 21

From: "Tom O'Reilly" <tpor@earthlink.net>
To: <vanwayv@slc.ca.gov>
Date: 4/10/2006 5:16 PM
Subject: DEIR on New Lease for Chevron Long Wharf

CC: <tracbaytrail@earthlink.net>

Dear Ms. Van Way,

I'm in support of TRAC's April 4, 2006, letter requesting access to cross the I-580 corridor to Point Molate as mitigation for issuing a new lease for operation of Long Wharf.

For consistency with adopted local and regional plans and as mitigation for the direct, indirect and cumulative impacts of this project, TRAC recommends that mitigation be considered requiring Chevron to provide public access easements, build and maintain Class I Bay Trail segments connecting:

1. Tewksbury Avenue with the existing trail on the south side of the Richmond/San Rafael Bridge toll plaza area and
2. the north side of I-580 corridor with the City of Richmond's former Point Molate Naval Fuel Depot via the planned Bay Trail shoreline route.

This may represent the only opportunity to obtain access across Chevron lands which sit astride the planned Bay Trail route on both sides of the Richmond/San Rafael bridge approach.

Thank you for your consideration

Tom O'Reilly
Marina Bay Resident

(510) 237-2221

21-1

Response to Comment Set #21

21-1

Please refer to responses 3-1 through 3-15.